



NEW JERSEY DEPARTMENT OF TRANSPORTATION FLIGHT LOG

ACTING GOVERNOR RICHARD J. CODEY



COMMISSIONER JACK LETTIERE



SPRING 2005, No. 4

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Report Suspicious or Unauthorized Activity

**1-866-GA-SECURE
AOPA AIRPORT WATCH**



Flying Farmers are still airborne

International Flying Farmer member Brian Strizki is at the controls of his home-built Vans RV8 en route to a Garden State fly-in. It took Strizki five years of weekends and nights – about 4,000 hours – to build his plane. See story on page 5.

ASN volunteers meet at Hammonton

Users of more than 20 of New Jersey's most active airports discussed issues at the Hammonton Municipal Airport during the third statewide meeting of the Aircraft Owners and Pilot's Association (AOPA)'s Airport Service Network (ASN) volunteers in January.

"These meetings are a critical listening and

communications opportunity for the Department of Transportation," said NJDOT's Aeronautics Director Tom Thatcher in his welcoming remarks. Airport representatives reported on current issues, problems and opportunities to improve local partnerships.

New Jersey is the only state that holds regular meetings with its ASNs.

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Two New Jersey students win international art nationals

15 win state awards

Two New Jersey students won prizes in the State contest, then went on to place in the nationals of the International Aviation Art competition in Washington, DC in February.

Nationally, Dustin He of Bridgewater's Hamilton Elementary School placed first in the Age 6-9 category and PengPeng Song, a student in the John Adams Middle School in Edison placed third in the Age 10-13 group.

On the State level, He placed third in the Age 6-9 group and Song placed first in the Age 10-13 group.

New Jersey's other winners in the Age 6-9 group were: Hao Yan Li, Parlin, first place, Sayreville Upper Elementary School; Hanley X. Ma, Montgomery, second place, Orchard Hill Elementary School; and honorable mentions Benjamin Feng of Lumberton, Florence L. Walther Elementary School and

Andrew Kobee of Blairstown, Hope Township School.

In the 10 to 13 age group other winners were: second place, Michael Oliu of Englishtown, Millstone Middle School; third place, Kevin Lin of Holmdel, William R. Satz School and honorable mentions Bryan Zhu of Holmdel, Indian Hill School and Fei (James) Xue of Pine Brook.

Alvin Chen of Holmdel, Holmdel High School, placed first in the 14 to 17 year old category, followed by Allen Lin of Holmdel, second place, Holmdel High School; Paola Sanchez of Linden, third place, Union County Vo-Tech High School and honorable mentions Grace Liu and William Tan, both of Holmdel High School.

Commissioner Jack Lettiere and Director of Aeronautics Tom Thatcher will honor all of the winners in the state contest at NJDOT Headquarters in May.



From Commissioner Jack Lettiere

Transportation and the Economy

An efficient, well maintained, integrated transportation network is essential to preserve our quality of life and to sustain a strong, diversified economy. Our public use general aviation airports are a critical part of the multimodal transportation and economic infrastructure that serves the corporate, business, personal and recreational needs of New Jersey's citizens and employers.

New Jersey's transportation system is an interconnected multimodal network of highways, railways, bridges, ports, airports and terminals that are the points of origin and destination for passengers and goods. New Jersey's economy can only be as good as the transportation system serving it.

Studies have shown that the general aviation industry in New Jersey helps to generate nearly \$4.6 billion in economic activity annually and 70,000 aviation-related jobs.

The economic contribution of aviation is especially important because New Jersey's economy has many high tech business enterprises and corporate headquarters.

New Jersey is rather unique in that it is both a northeast rail/highway corridor state and an international port/airport gateway state. An efficient transportation system is a central factor in maintaining a high quality of life locally and our economic competitiveness internationally. Our airports are a critical component of that system.

In recognition of the important current and future role of our airports, the New Jersey Department of Transportation is undertaking nationally recognized steps to ensure that our core airport system will be preserved to serve tomorrow's transportation needs.

New Jersey is the only state to preserve privately-owned public use airports through the purchase of development rights. The state's efforts to preserve core airports have been recognized nationally, as Congress recently created a new program to fund airport preservations, modeled after New Jersey's successful program.

Jack Lettiere

Mercer County team goes to the nationals in Kansas

The Mercer County Community College Flight Team qualified for the National Intercollegiate Flying Association's national meet in April in Salinas, KS.

The team qualified as a result of winning first place in the regional meet at the Trenton Robbinsville Airport in October 2004.

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ASN volunteers meet

Continued from page 1

NJDOT co-hosted the event with AOPA, Hammonton and Experimental Aircraft Association (EAA) Chapter 1376. Stacy Platone, AOPA's National ASN Program Director and Bill Leavens, AOPA's regional representative for New Jersey were among those who participated.

A buffet lunch was served courtesy of Hammonton's EAA Chapter 1376.

NJDOT/ASN meetings have been held at the Flying-W and Trenton-Mercer Airports.

ASNs are locally based pilots who volunteer to be a liaison with airport management to help identify and resolve local airport issues.

Contact either Tom Thatcher at the NJDOT or Stacy Platone at AOPA's Frederick, MD headquarters to sponsor a meeting at your airport.



Bill Leavens, AOPA Eastern Regional Representative (standing) enjoys a break with Stacy Platone, AOPA Director, Airport Support Network and John Swigart.

Ultralights get special facility licenses

Pilot a Challenger single or two-seater, a trike or a powered parachute, and you know it takes less speed and less field to take off and land an ultralight or air sport aircraft. For many years there's been an interest in the creation of a new, special category of licensed runway to accommodate the characteristics of the ultralights.

NJDOT's Division of Aeronautics recently established the new category of ultralight airfield licenses that are restricted to only daylight operations. Called an Ultralight Recreational Facility License, it is issued on a temporary basis exclusively to ultralight pilots and ultralight aircraft owners.

The license is issued for one year, but may be renewed if the following licensing requirements are met before the renewal date:

- verify the landing threshold is 200 feet minimum inside the airport property line,
- locate a runway with dimensions of 500 feet by 100 feet minimum on a gradient not to exceed 4 percent,

- provide an unobstructed path for 1,000 feet with a 15-foot horizontal – 1-foot vertical slope,
- define the runway limits with runway end and edge markings,
- provide a wind indicator at the facility,
- provide a favorable Federal Aviation Administration (FAA) airspace determination, and
- provide a letter from the municipality where the facility is located that affirms there is no municipal objection to the issuance of the license.

For more information on these licenses, check the New Jersey Administrative Code (N.J.A.C.16:54), available at the Division. Just call 609.530.2900 for answers about the licenses or other aeronautics licensing issues.

New Jersey's air accidents decline in 2004

The National Transportation Safety Board (NTSB) has reported general aviation accidents in 2004 were 1,595 nationally compared to more than 1,700 in 2003. The good news about New Jersey's record is that it continues to improve.

New Jersey's 15,000 resident pilots, who operate 4,200 state-based general aviation aircraft had 21 aircraft accidents that resulted in five fatalities and 15 injuries to pilots and/or passengers in 2004. The majority of these accidents occurred in July, August and September. The number of accidents from 1996 through 2003 averaged 29 per year.

There also were 20 incidents reported in 2004 compared to 30 incidents reported in 2003. Incidents are the equivalent of an auto fender bender; they do not involve serious property damage or injuries but do include forced landings.

Because the Division of Aeronautics responds to all aircraft accidents and is usually the first to arrive at the scene, an operator of an aircraft, or anyone observing an aircraft accident should immediately notify the Division through the State Police at 609.882.2000 and/or an Aeronautics' Investigator at 609.530.2900 with a description of the accident.

The NTSB, an independent federal agency that investigates all U.S. civil aviation accidents and certain public use aircraft accidents, is responsible for maintaining the government's database of civil aviation accidents.

For more information about the agency, contact them at their Northeast Regional office, 2001 Route 46, Parsippany (07054) or visit: www.nts.gov/aviation

99s announce 2004 scholarships

The 2004 recipients of the Dodie Riach memorial Scholarship flight training awards given by the North Jersey Chapter of the Ninety-Nines are Michael Westervelt of Nutley, Amy Byrne of New Providence and Thor Smith of Hampton.



Cut Out and Save

Aviation Emergency Protocol - 1

Please notify the following agencies in this order:

Local police and EMS	911
NJDOT Aeronautics	
Business hours	609-530-2900/2911
After hours*	609-882-2000
FAA via Millville FSS	800-223-0140
NTSB	973-334-6420
NJ State Police	609-882-2000

*NJ State Police

See Back Page for Other Numbers

Diduch heads Civil Air Patrol

Colonel Robert Diduch was recently appointed Commander of the Civil Air Patrol (CAP), New Jersey Wing Division at McGuire Air Force Base.

The former Northeast Region Director of Operations and NJ Wing Counter Drug Officer will put his experience to good use. Diduch will lead CAP in its missions of continuing the Cadet Program for teenagers interested in aerospace, the Emergency Services Program for ground and air search and rescue, and the Homeland Security Program for ground and airborne security and Aerospace Education for cadets and senior members.

CAP teaches the fundamentals of aviation and provides opportunities for members to earn a

Federal Aviation Administration (FAA) pilot's license.

Diduch previously held NJ Wing positions of Chief Pilot/Standards and Evaluation Officer and Director of Operations. He also trained and instructed the military in cadet services, aerospace, emergency services and aviation for 11 years.

The New Jersey Wing of CAP, an auxiliary of the United States Air Force, has 1,400 cadet members between 12 and 21 years of age and seniors, who must be over 18 years old. Find information on its programs at <http://www.njwg.cap.gov/open.html> or call 609.754.2078 from Monday through Friday.



Colonel Robert Diduch

Thatcher explains air safety zoning

"Achieving more compatible land uses around transportation facilities of all types is a significant national issue," NJDOT Aeronautics Director Tom Thatcher told participants of the annual Transportation Research Board (TRB) meeting in Washington, DC in January.

"New Jersey was the first state to enact statewide land use and developmental height zoning controls around all public use airports," said Thatcher. "The New Jersey Air Safety and Hazardous Zoning Act of 1983 gives

municipalities a menu of airport compatible zoning land use options, such as commercial industrial, agricultural and low density residential.

He said that specifically prohibited land uses include high-density residential, hospitals and schools and bulk hazardous materials storage. According to New Jersey's Director of Aviation, municipalities must also adopt vertical height development limits close in to runways, especially near runway ends.

Thatcher presented New Jersey's Airport Safety Zoning Program during a panel discussion at the TRB meeting. Others on the panel included Reiner Pelzer, Delaware Valley Regional Planning Commission, Ronald Deck, of L. Robert Kimball and Associates and Margaret-Anne Hilliard of Hanover County Municipal Airport.

The Intergovernmental Relations in Aviation Committee of TRB sponsored the panel. For more information, go to: www.trb.org

Security practices are online

Since the events of 9/11, security preparedness at public use aviation facilities has become standard practice. Aeronautical facility users (both fixed and rotary wing) should familiarize themselves with the latest general aviation security best practices.

Copies of the nationally endorsed general aviation security practices can be obtained via the Internet. The recommendations in these reports were developed in partnership with national general aviation organizations and user groups.

You are urged to get to know and implement the security best practices that are applicable to you and your operations.

If you do not have access to the Internet, please write to the NJDOT Division of Aeronautics to request that copies of these reports be mailed to you. The following are recommended:

- "Security Guidelines for General Aviation Airports" from the Transportation Security Administration (TSA):

www.tsa.gov/public/interapp/editorial/editorial_1113.xml

- "General Aviation Security" from the National Association of State Aviation Officials (NASAO):

www.nasao.org/publications/pdf_files/nasao_security_paper_2002.pdf

SECURITY TIPS

Security does not have to be intrusive, complicated or costly. Best practices for public use airport security include:

- Secure unattended aircraft and hangars.
- Keep emergency numbers handy.
- Cooperate with local law enforcement.
- Participate in cooperative "Airport Watch" initiatives.
- Know other customers/users and their aircraft.
- Educate yourself about basic general aviation security.
- Control access to keys and aircraft operational areas.
- Use lighting and/or fencing to protect sensitive areas.
- Report suspicious activities to the proper authorities.
- NEVER BE COMPLACENT ABOUT SECURITY.

International Flying Farmers are alive and well in New Jersey

For more than 60 years, the International Flying Farmers (IFF) have been hauling farm supplies, checking irrigation systems and picking up necessary farm equipment repair parts with their Cessnas, Beechcrafts and Pipers.

The membership of independent, private pilot-farmers in the United States and Canada has always seen its planes as necessary to the farming industry. Most of the IFFs are cheerleaders for the group.

One of those members is New Jersey State Transportation Engineer Brian Strizki, who is also NJDOT's Director of Design Services. A pilot for 25 years, Strizki has been an International Flying Farmer (IFF) member almost as long.

"My Dad had a tree nursery in Ringoes," said Strizki. "One day someone landed a balloon on our property. That sparked his interest. Then Dad got his pilot's license; he bought a plane; and, he built a landing strip on our farm. That's when I got my pilot's license."

Strizki, of course, needed a plane.

"It was a 1946 Aeronca Chief, an all canvas two-seater with no electrical system - I had to use a compass to navigate - and I had to throw the propeller to start it," he said. "I flew as far as Oshkosh, WI where they have an annual air show."

Although Strizki had a problem with finding a new home when his father sold the farm, the solution to his problem led him to become a member of the New Jersey Chapter of the IFF.

"A neighbor, Floyd Evans, was an IFF member with a farm and an airstrip," said Strizki. "I kept my plane there and then became an IFF member."

The New Jersey chapter is 59 years old. Some of the original founders included Ralph Collins of Moorestown, who owned a truck farm; William and Harold Croshaw of Wrightstown who owned a dairy; C. Lawrence Dey of Princeton Junction who owned a potato farm; Sam Freeman of Far Hills who raised beef cattle; and Sharpless Richie of Riverton who raised poultry. Airport operators included William Fritsche of Alexandria, and Alvah Severson of the New Jersey Department of Agriculture. New Jersey was the 26th state nationally and the first on the east coast to join the organization.

But things change.

Needing a newer plane, Strizki built his own, a Vans RV8, an experimental two-seater with a speed of 200 miles per hour. Another change was in the IFF membership rolls.

"The IFF membership nationwide was 10,000 members at one time," said Strizki, "now it is 1,800. I became president of the New Jersey chapter, then secretary of the international chapter. It is mainly comprised of farmers with farms and landing strips on them. The people are great. They take you in like family."

"And I like the organization for the social aspect and because I would never go to these places, like Saskatchewan, Canada, and states like New Mexico, Colorado, Nebraska, South Dakota, Oklahoma and California if it weren't for the organization. It's more than that, because they do have specific objectives for the group."

The IFF current objectives include promoting safe flying through continued education and upgrading, developing public acceptance of light aircraft, promoting the practical use of the airplane in the agriculture industry and sponsoring education and research in agriculture and aviation.

The organization encourages close-in landing strips for towns and cities, expresses the ideas and opinions of farm families at a national level, encourages the conservation of soil and water, insists that aviation gasoline taxes be used for the development of aviation and cooperates with other aviation organizations to further general aviation through aviation legislation.

According to Strizki, the future of the IFF depends on the next generation.

"They have teen/ junior programs," said Strizki. "My daughter Krista is an IFF farmerette, the teen-age equivalent of a Flying Farmer. Any son or daughter, 13-19 years old, of a Flying Farmer is eligible to join the IFF Teen or IFFT program."

"It promotes interest in aviation and agriculture. Krista is at the Naval Academy now. She is hoping to get a flight billet to become a naval pilot. I think my son, who is younger, will be a pilot too."

For more information, contact Ella Hart, president of the New Jersey Chapter of the Flying Farmers, at: 609.268.0980 or 272 Flyatt Road, Tabernacle, NJ 08088.

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Mystery-Pix

Can you name the unique New Jersey- built aircraft shown in this picture? Answer in next issue.

Last issue's Mystery-Pix

The Fall 2004 Mystery-Pix was the former Bridgeport Airport in Gloucester County. It officially closed on December 15, 1988. About 75 aircraft were based there, including many classic and tail-wheel types.

This issue

This unique experimental "flying-wing" airplane was built at and flew (at least once) from a popular New Jersey airport. Can you name either the airplane or the airport at which it was built? Look for the answer in the next issue.

Cut Out and Save

Aviation Emergency Protocol - 2

Other helpful numbers:

Allentown FSDO*	610-264-2888
Philadelphia FSDO*	610-595-1500
Teterboro FSDO*	201-556-6600
NJDEP	877-927-6337
Report Suspicious Activity	866-GA-SECURE

*Flight Standards District Office



Got an interesting New Jersey aviation picture? Send it to the NJ Department of Transportation, Division of Aeronautics, P.O. Box 610 Trenton, NJ 08625-0610 for possible publication here.